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Revision Letter For Cycle 09-2019
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Notebook

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General Information

Location: VICIEBSK BLR
ICAO/IATA: UMII / VTB
Lat/Long: N55° 07.6', E030° 21.0'
Elevation: 682 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0200 Z
Sunset: 1750 Z

Runway Information

Runway: 05
Length x Width: 8550 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 629 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 8550 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 679 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.525 Non-English
ATIS: 119.425
Viciebsk Tower: 120.400 VHF-DF

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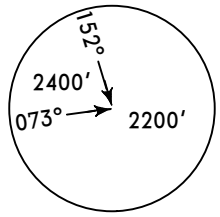
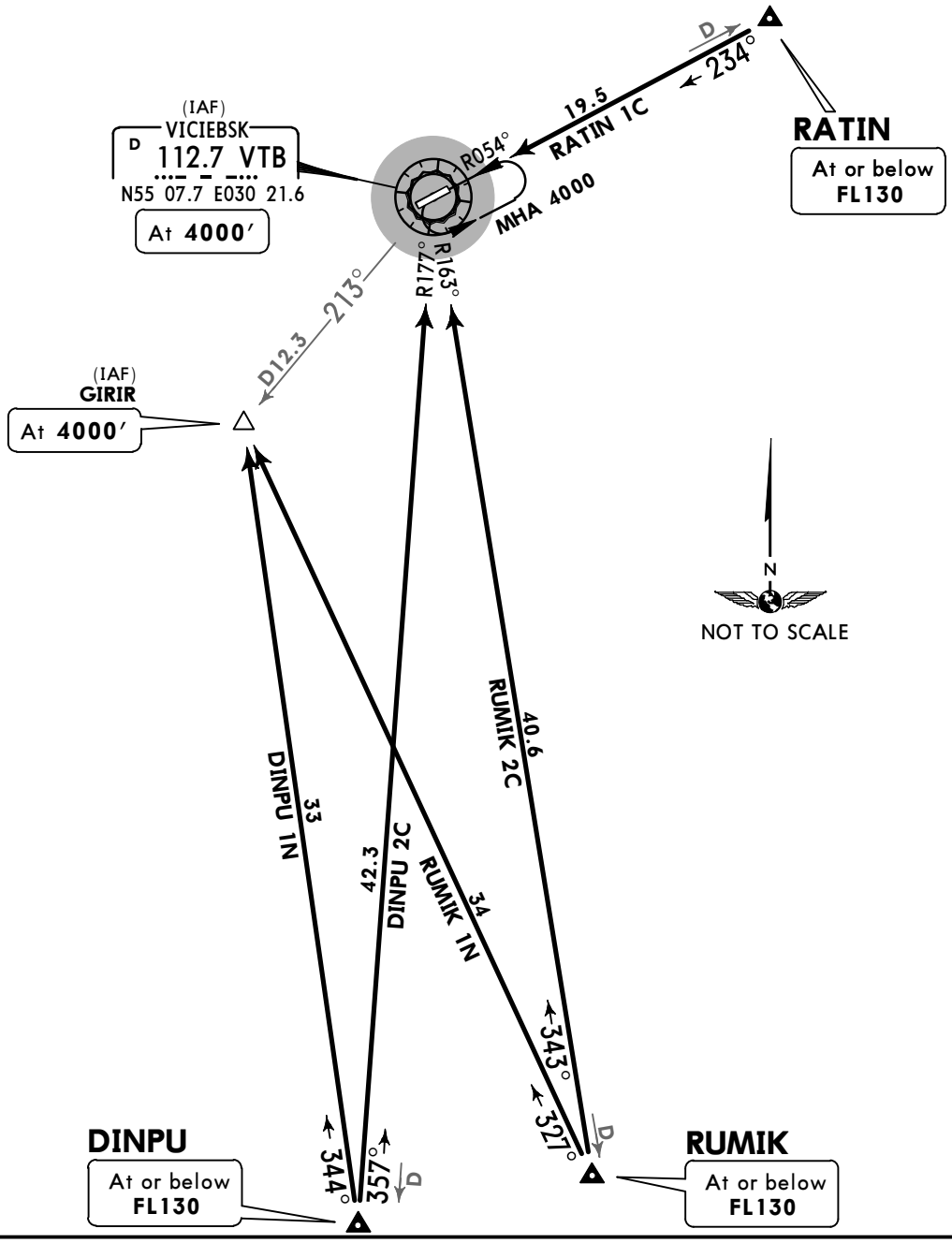
ATIS	Apt Elev	
119.425 (Russian 126.525)	682′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **VOR DME required.**



MSA
VTB VOR

DINPU 2C [DINP2C], DINPU 1N [DINP1N]
RATIN 1C [RATI1C], RUMIK 2C [RUMI2C]
RUMIK 1N [RUMI1N]
RWY 05 ARRIVALS



STAR	ROUTING
DINPU 2C	Intercept VTB R-177 inbound to VTB.
DINPU 1N By ATC	On 344° track to GIRIR.
RATIN 1C	Intercept VTB R-054 inbound to VTB.
RUMIK 2C	Intercept VTB R-163 inbound to VTB.
RUMIK 1N By ATC	On 327° track to GIRIR.

CHANGES: Transition level.

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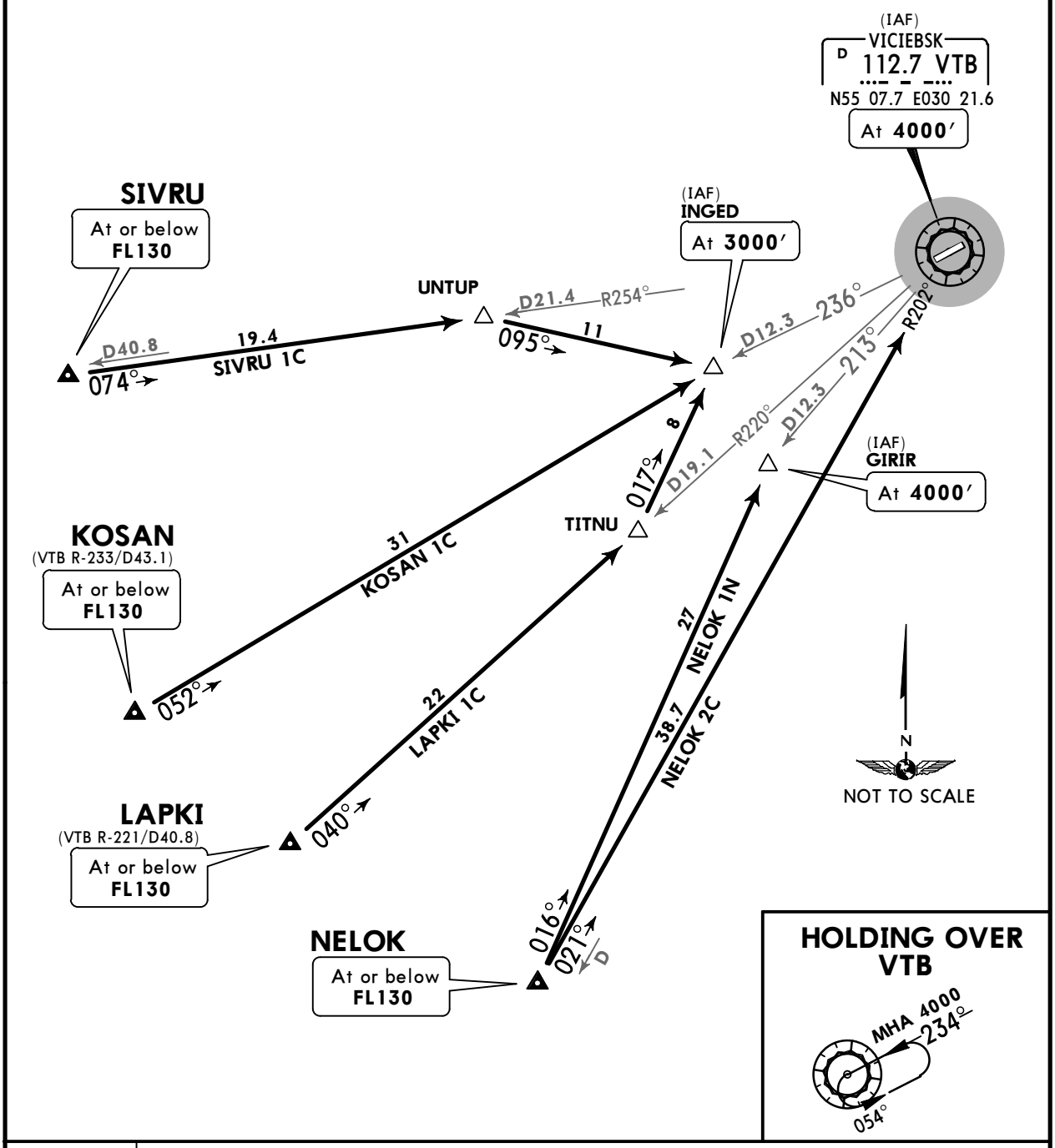
ATIS	Apt Elev	
119.425 (Russian 126.525)	682′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **VOR DME required.**

MSA VTB VOR
152° 2400′
073° 2200′

KOSAN 1C [KOSA1C], LAPKI 1C [LAPK1C]
NELOK 2C [NELO2C], NELOK 1N [NELO1N]
SIVRU 1C [SIVR1C]
RWY 05 ARRIVALS



STAR	ROUTING
KOSAN 1C	On 052° track to INGED.
LAPKI 1C	Intercept VTB R-220 inbound to TITNU, turn LEFT, 017° track to INGED.
NELOK 2C	Intercept VTB R-202 inbound to VTB.
NELOK 1N By ATC	On 016° track to GIRIR.
SIVRU 1C	Intercept VTB R-254 inbound to UNTUP, turn RIGHT, 095° track to INGED.

CHANGES: Transition level.

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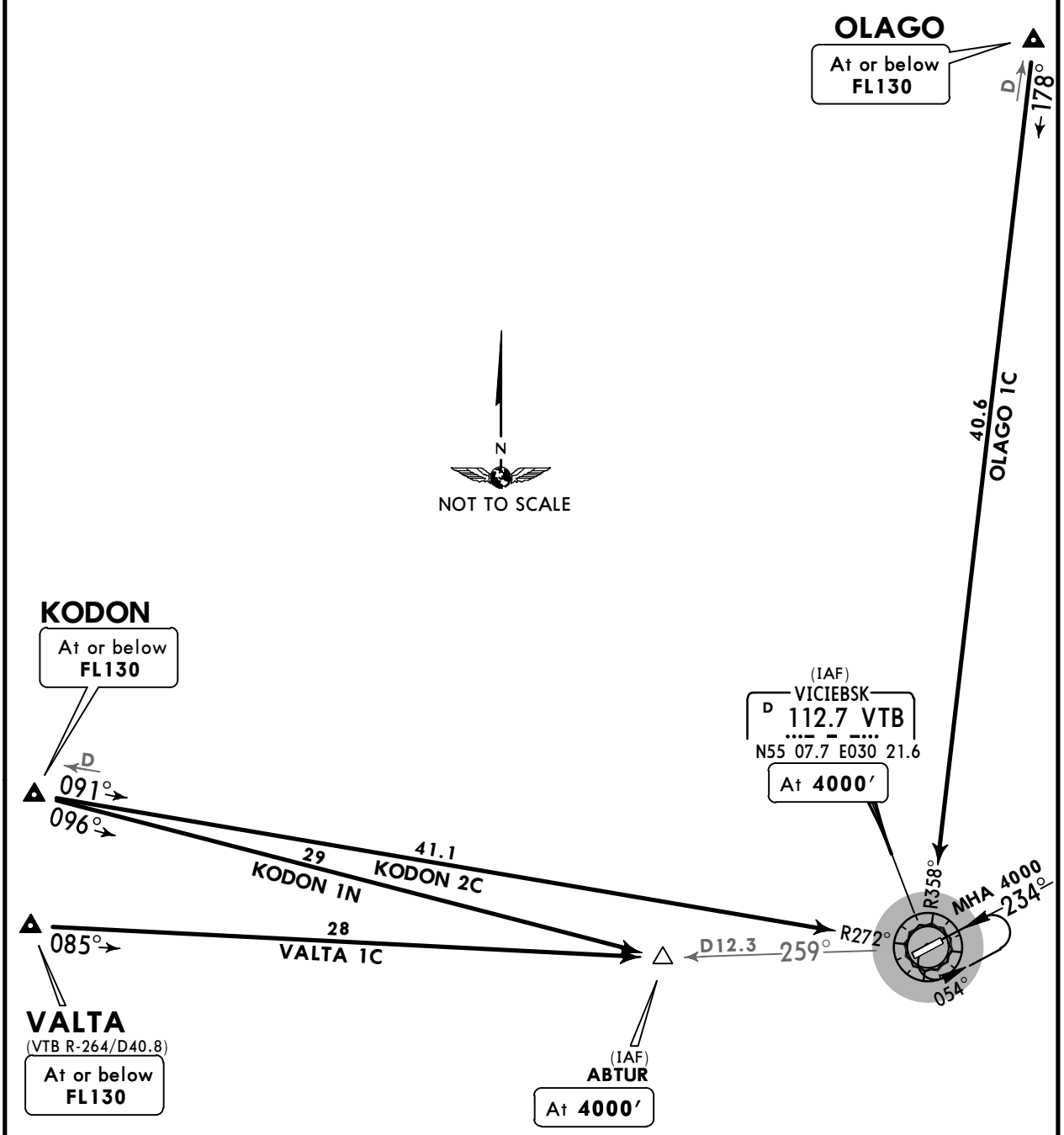
ATIS	Apt Elev	
119.425 (Russian 126.525)	682′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **VOR DME required.**

MSA VTB VOR
152° 2400
073° 2200

KODON 2C [KOD02C], KODON 1N [KOD01N] OLAGO 1C [OLAG1C], VALTA 1C [VALT1C] RWY 05 ARRIVALS



STAR	ROUTING
KODON 2C	Intercept VTB R-272 inbound to VTB.
KODON 1N By ATC	On 096° track to ABTUR.
OLAGO 1C	Intercept VTB R-358 inbound to VTB.
VALTA 1C	On 085° track to ABTUR.

CHANGES: None.

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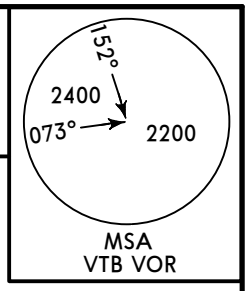
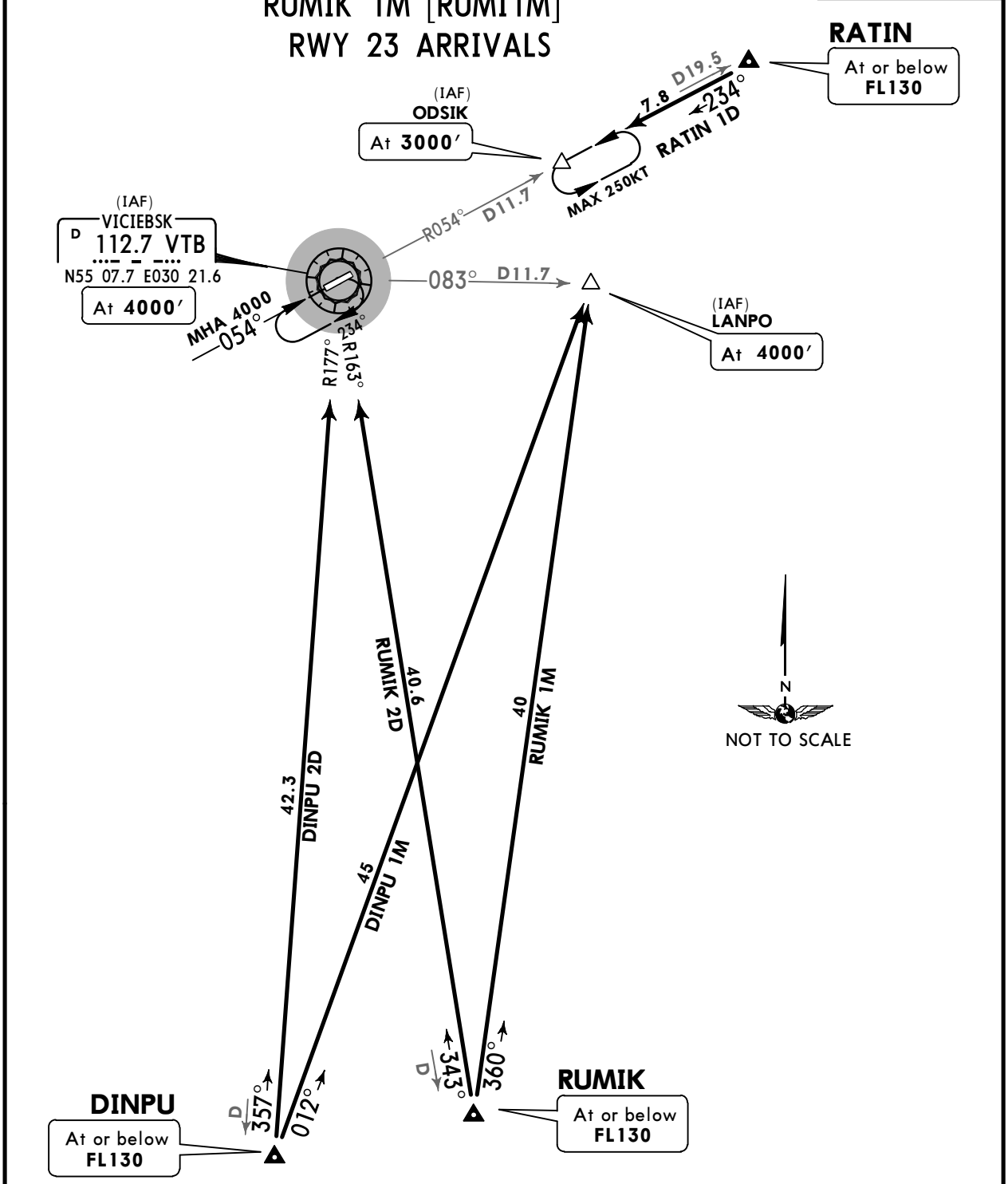
ATIS	Apt Elev	
119.425 (Russian 126.525)	682′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **VOR DME required.**



DINPU 2D [DINP2D], DINPU 1M [DINP1M]
RATIN 1D [RATI1D], RUMIK 2D [RUMI2D]
RUMIK 1M [RUMI1M]
RWY 23 ARRIVALS



STAR	ROUTING
DINPU 2D	Intercept VTB R-177 inbound to VTB.
DINPU 1M By ATC	On 012° track to LANPO.
RATIN 1D	Intercept VTB R-054 inbound to ODSIK, hold over ODSIK descending to 3000′.
RUMIK 2D	Intercept VTB R-163 inbound to VTB.
RUMIK 1M By ATC	On 360° track to LANPO.

CHANGES: STAR RATIN 1D revised.

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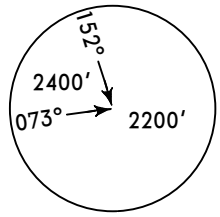
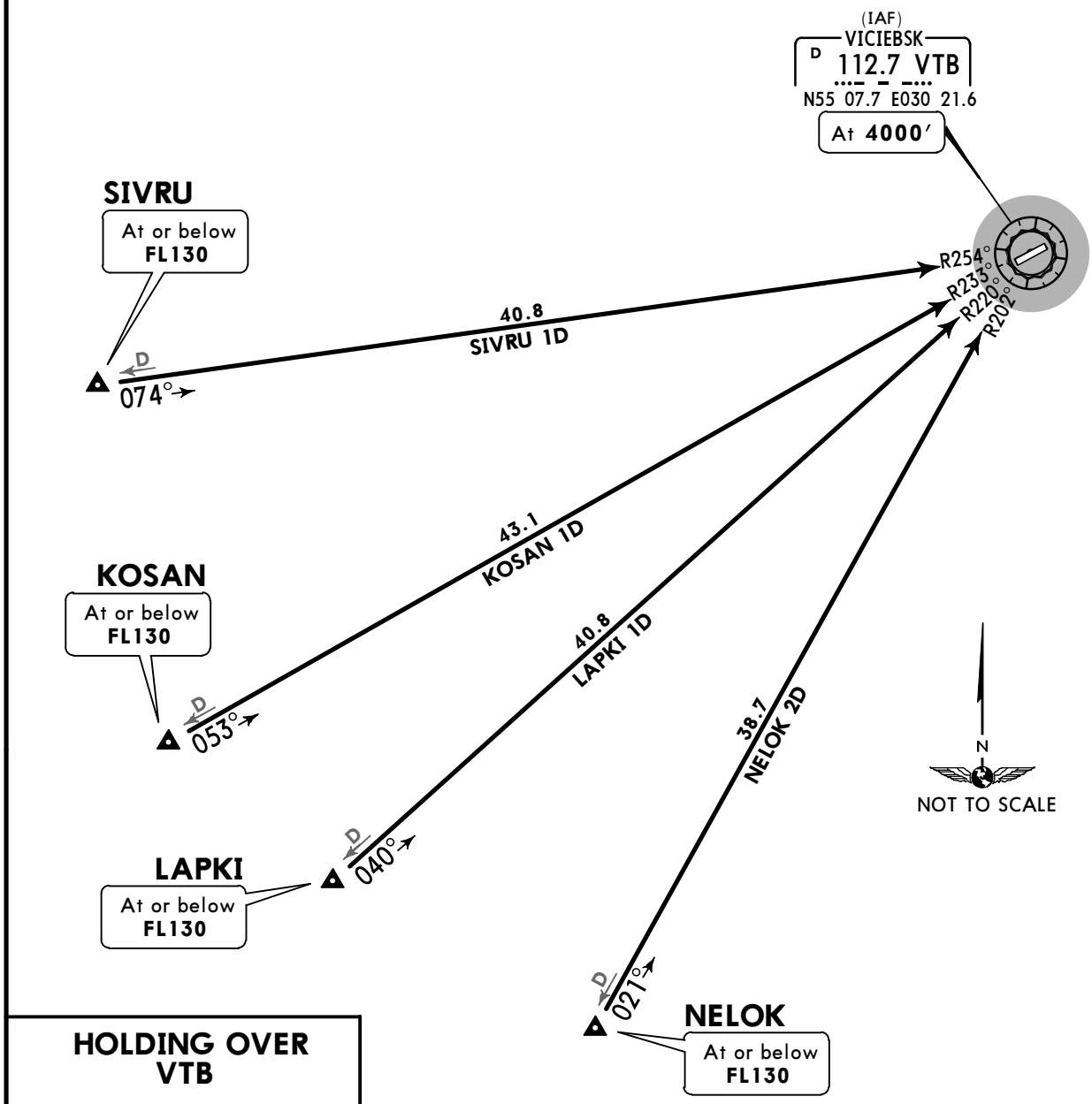
ATIS	Apt Elev	
119.425 (Russian 126.525)	682′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **VOR DME required.**

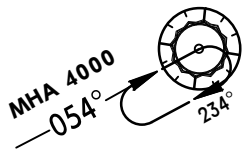


MSA
VTB VOR

KOSAN 1D [KOSA1D], LAPKI 1D [LAPK1D]
NELOK 2D [NELO2D], SIVRU 1D [SIVR1D]
RWY 23 ARRIVALS



HOLDING OVER VTB



STAR	ROUTING
KOSAN 1D	Intercept VTB R-233 inbound to VTB.
LAPKI 1D	Intercept VTB R-220 inbound to VTB.
NELOK 2D	Intercept VTB R-202 inbound to VTB.
SIVRU 1D	Intercept VTB R-254 inbound to VTB.

CHANGES: Transition level.

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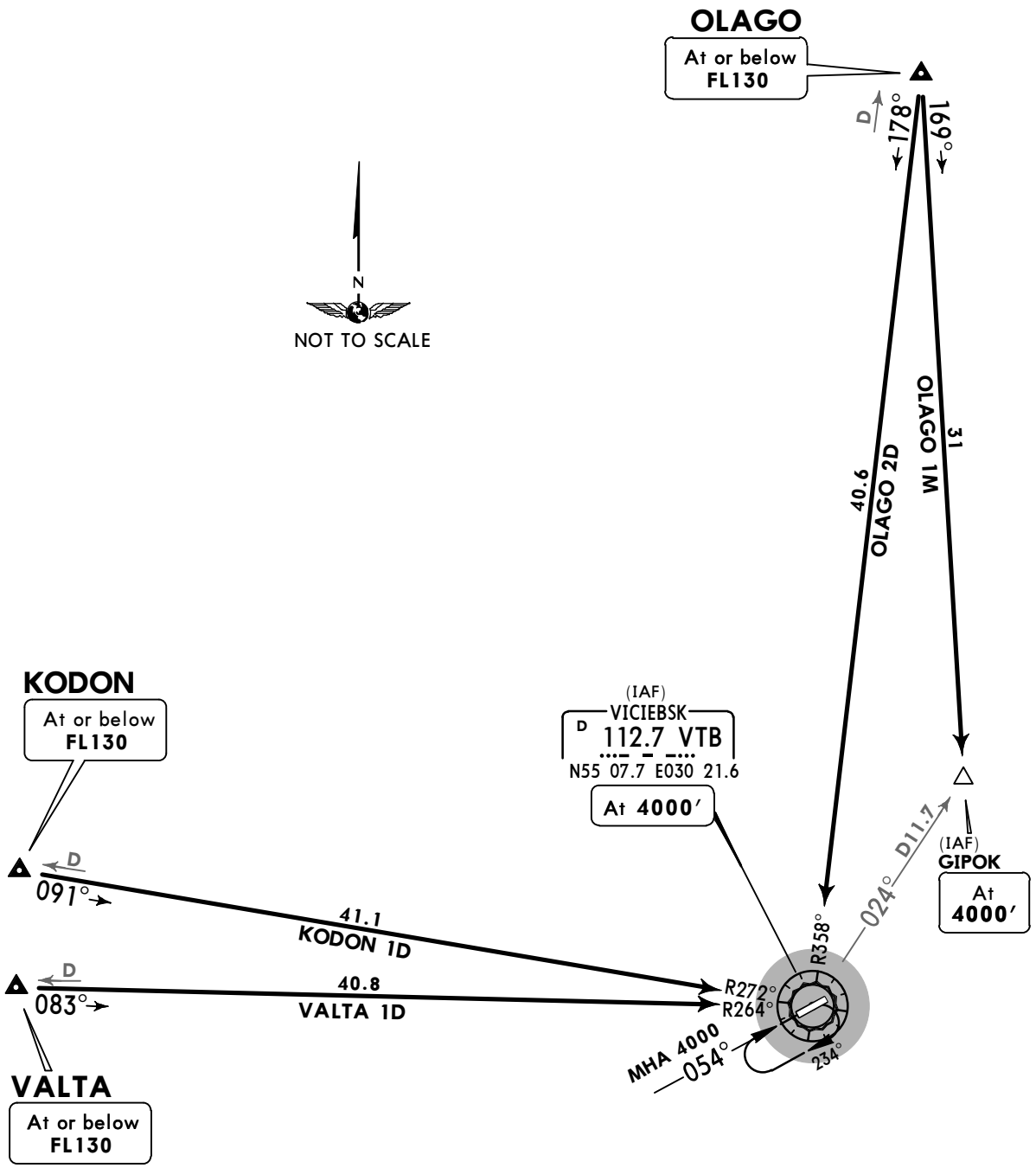
ATIS	Apt Elev	
119.425 (Russian 126.525)	682′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **VOR DME required.**

MSA VTB VOR: 152° 2400′; 073° 2200′

KODON 1D [KOD01D], OLAGO 2D [OLAG2D] OLAGO 1M [OLAG1M], VALTA 1D [VALT1D] RWY 23 ARRIVALS



STAR	ROUTING
KODON 1D	Intercept VTB R-272 inbound to VTB.
OLAGO 2D	Intercept VTB R-358 inbound to VTB.
OLAGO 1M By ATC	On 169° track to GIPOK.
VALTA 1D	Intercept VTB R-264 inbound to VTB.

CHANGES: Transition level.

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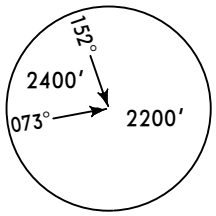
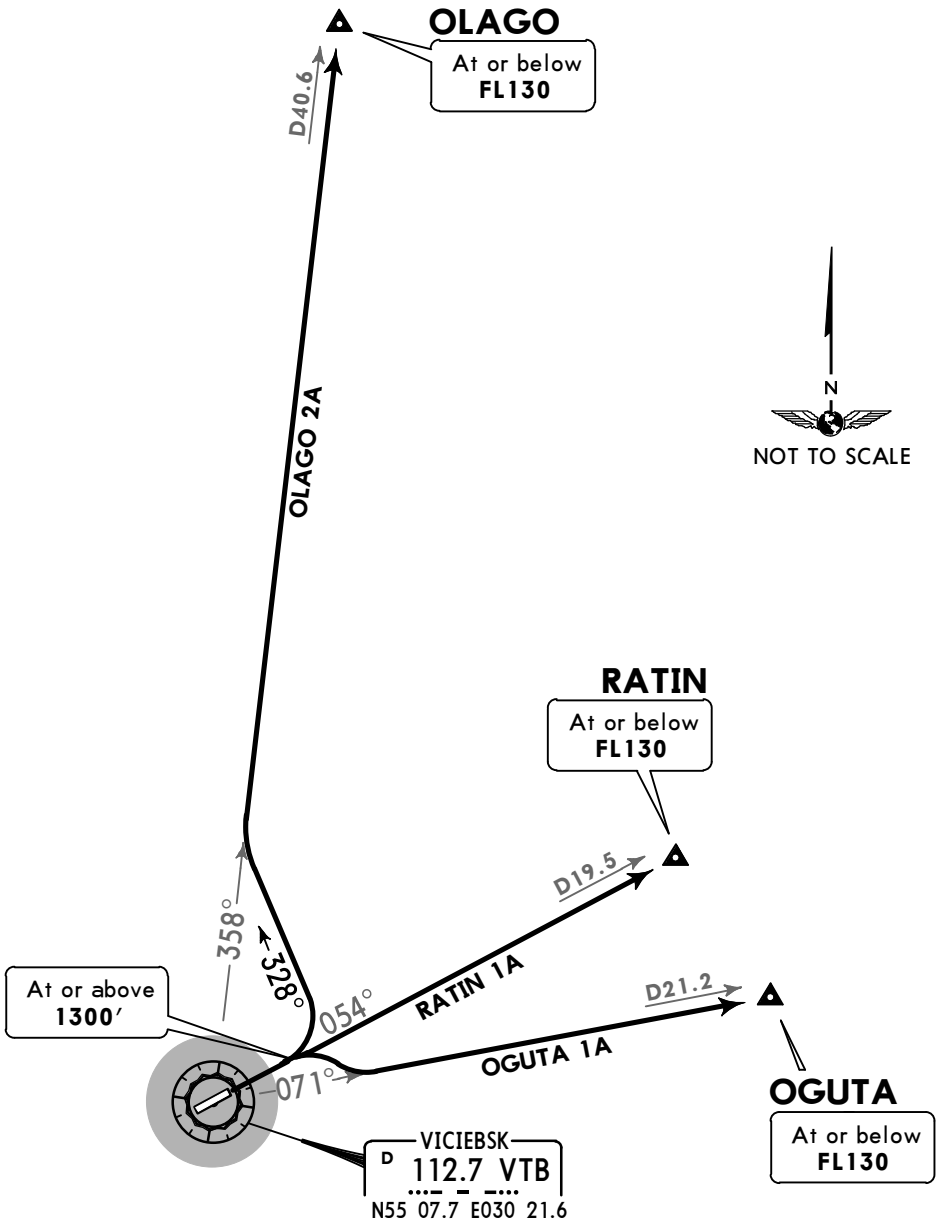
Apt Elev 682′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **1. VOR DME required.** 2. Procedures based on 240 KIAS.



MSA
VTB VOR

OGUTA 1A [OGUT1A], OLAGO 2A [OLAG2A]
RATIN 1A [RATI1A]
RWY 05 DEPARTURES



SID	ROUTING
OGUTA 1A	Climb straight ahead to at or above 1300′, turn RIGHT, intercept VTB R-071 to OGUTA.
OLAGO 2A	Climb straight ahead to at or above 1300′, turn LEFT, 328° track, intercept VTB R-358 to OLAGO.
RATIN 1A	Climb straight ahead to at or above 1300′, intercept VTB R-054 to RATIN.

CHANGES: Transition level.

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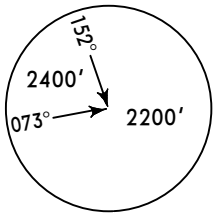
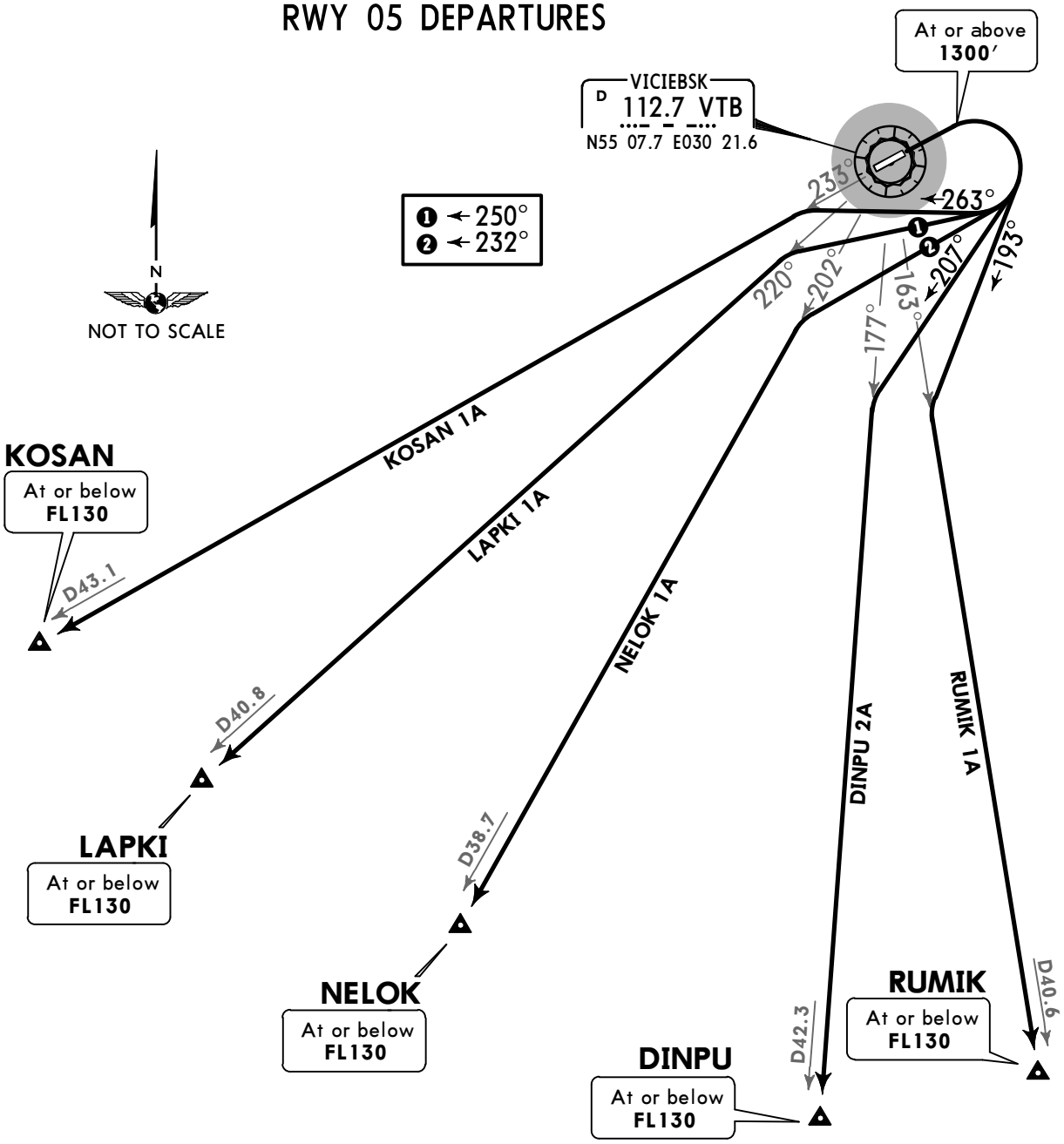
Apt Elev 682′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **1. VOR DME required.** 2. Procedures based on 240 KIAS.



MSA
VTB VOR

DINPU 2A [DINP2A], KOSAN 1A [KOSA1A]
LAPKI 1A [LAPK1A], NELOK 1A [NELO1A]
RUMIK 1A [RUMI1A]
RWY 05 DEPARTURES



SID	ROUTING
DINPU 2A	Climb straight ahead to at or above 1300′, turn RIGHT, 207° track, intercept VTB R-177 to DINPU.
KOSAN 1A	Climb straight ahead to at or above 1300′, turn RIGHT, 263° track, intercept VTB R-233 to KOSAN.
LAPKI 1A	Climb straight ahead to at or above 1300′, turn RIGHT, 250° track, intercept VTB R-220 to LAPKI.
NELOK 1A	Climb straight ahead to at or above 1300′, turn RIGHT, 232° track, intercept VTB R-202 to NELOK.
RUMIK 1A	Climb straight ahead to at or above 1300′, turn RIGHT, 193° track, intercept VTB R-163 to RUMIK.

CHANGES: Transition level.

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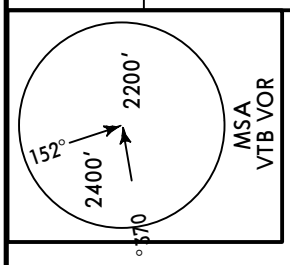
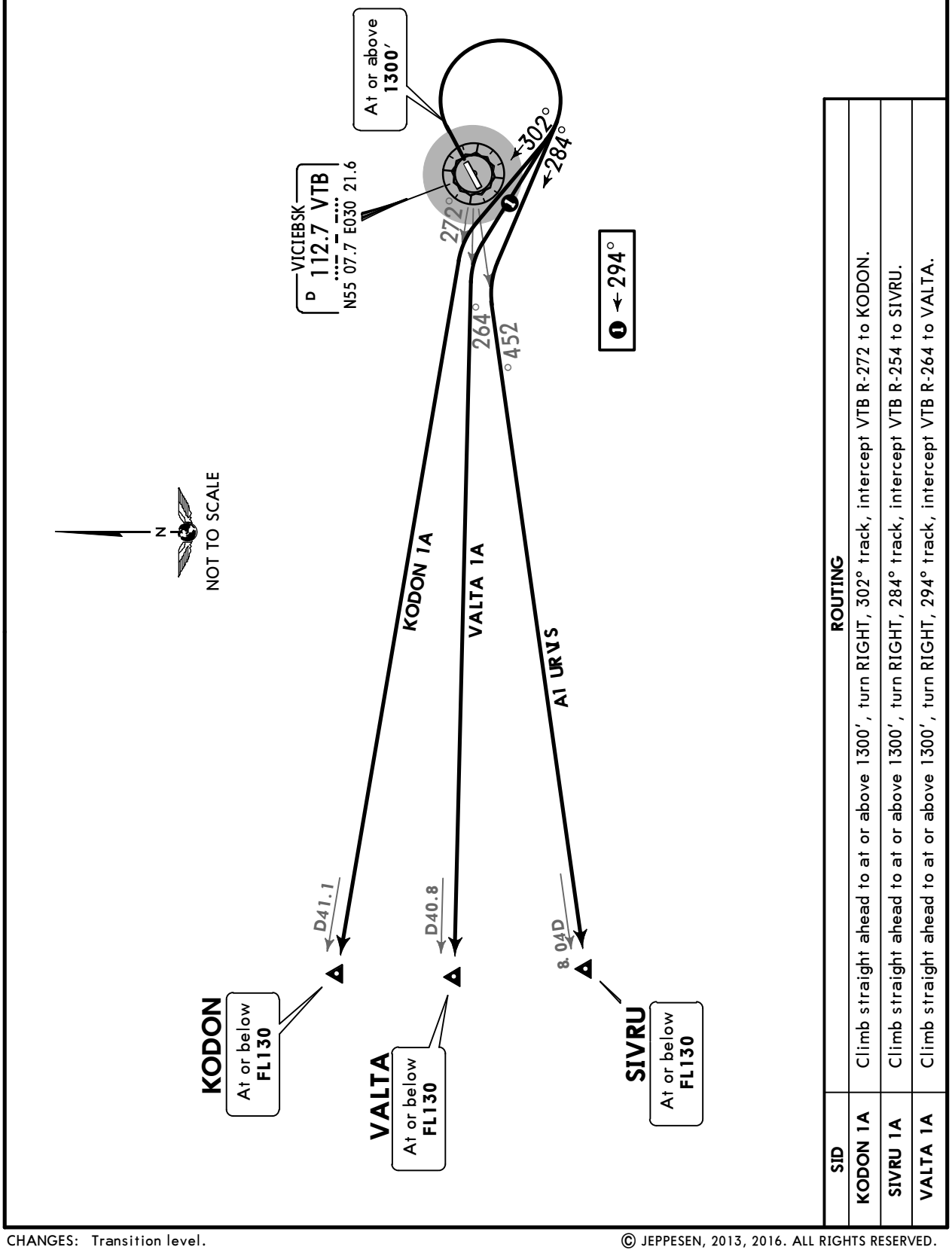
Apt Elev 682′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **1. VOR DME required.** 2. Procedures based on 240 KIAS.

KODON 1A [KOD01A], SIVRU 1A [SIVR1A]
VALTA 1A [VALT1A]
RWY 05 DEPARTURES





SID	ROUTING
KODON 1A	Climb straight ahead to at or above 1300′, turn RIGHT, 302° track, intercept VTB R-272 to KODON.
SIVRU 1A	Climb straight ahead to at or above 1300′, turn RIGHT, 284° track, intercept VTB R-254 to SIVRU.
VALTA 1A	Climb straight ahead to at or above 1300′, turn RIGHT, 294° track, intercept VTB R-264 to VALTA.

CHANGES: Transition level.

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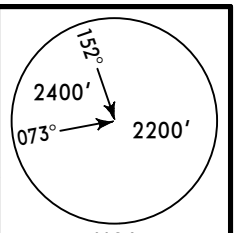
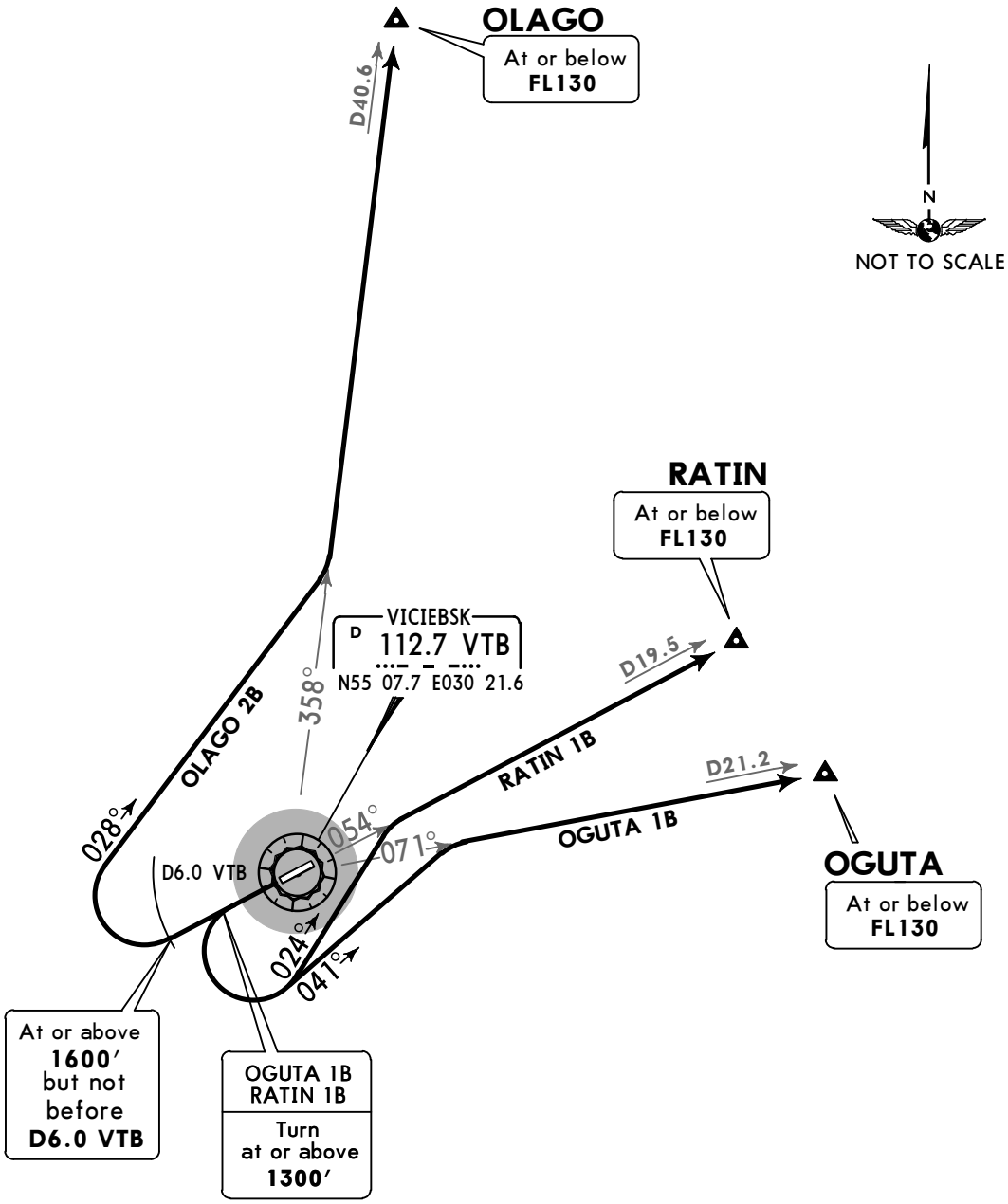
Apt Elev 682′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **1. VOR DME required.** 2. Procedures based on 240 KIAS.



MSA
VTB VOR

OGUTA 1B [OGUT1B], OLAGO 2B [OLAG2B]
RATIN 1B [RATI1B]
RWY 23 DEPARTURES



SID	ROUTING
OGUTA 1B	Climb straight ahead to at or above 1300′, turn LEFT, 041° tack, intercept VTB R-071 to OGUTA.
OLAGO 2B	Climb straight ahead to at or above 1600′, not before D6.0 VTB turn RIGHT, 028° track, intercept VTB R-358 to OLAGO.
RATIN 1B	Climb straight ahead to at or above 1300′, turn LEFT, 024° track, intercept VTB R-054 to RATIN.

CHANGES: Transition level.

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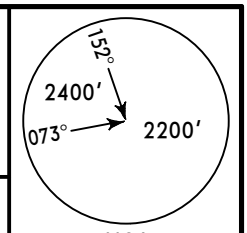
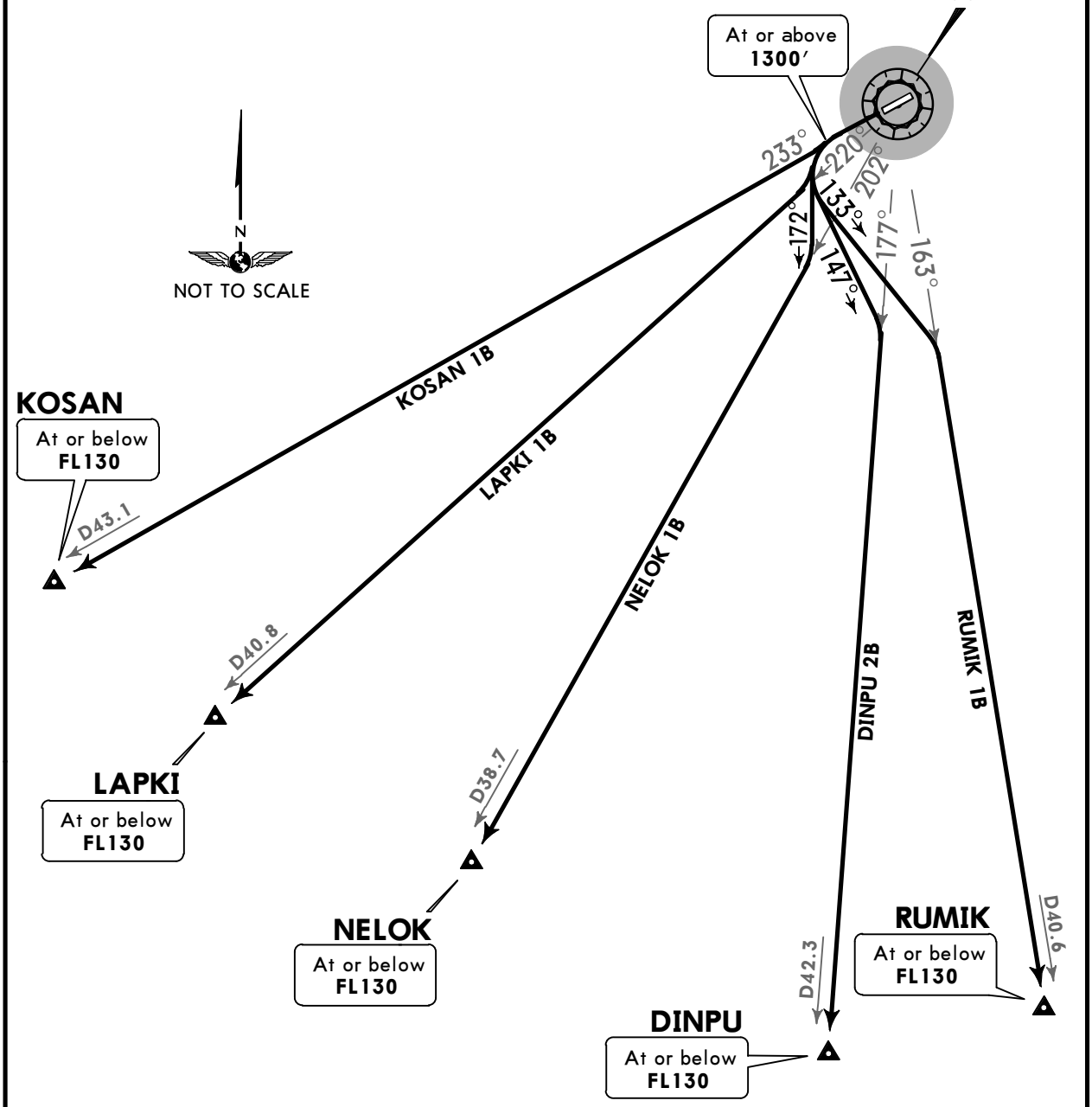
Apt Elev 682′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **1. VOR DME required.** 2. Procedures based on 240 KIAS.



DINPU 2B [DINP2B], KOSAN 1B [KOSA1B]
LAPKI 1B [LAPK1B], NELOK 1B [NELO1B]
RUMIK 1B [RUMI1B]
RWY 23 DEPARTURES



SID	ROUTING
DINPU 2B	Climb straight ahead to at or above 1300′, turn LEFT, 147° track, intercept VTB R-177 to DINPU.
KOSAN 1B	Climb straight ahead to at or above 1300′, intercept VTB R-233 to KOSAN.
LAPKI 1B	Climb straight ahead to at or above 1300′, turn LEFT, intercept VTB R-220 to LAPKI.
NELOK 1B	Climb straight ahead to at or above 1300′, turn LEFT, 172° track, intercept VTB R-202 to NELOK.
RUMIK 1B	Climb straight ahead to at or above 1300′, turn LEFT, 133° track, intercept VTB R-163 to RUMIK.

CHANGES: Transition level.

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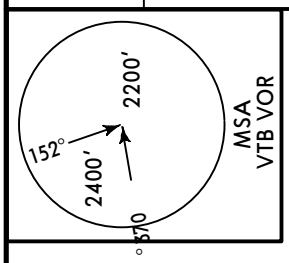
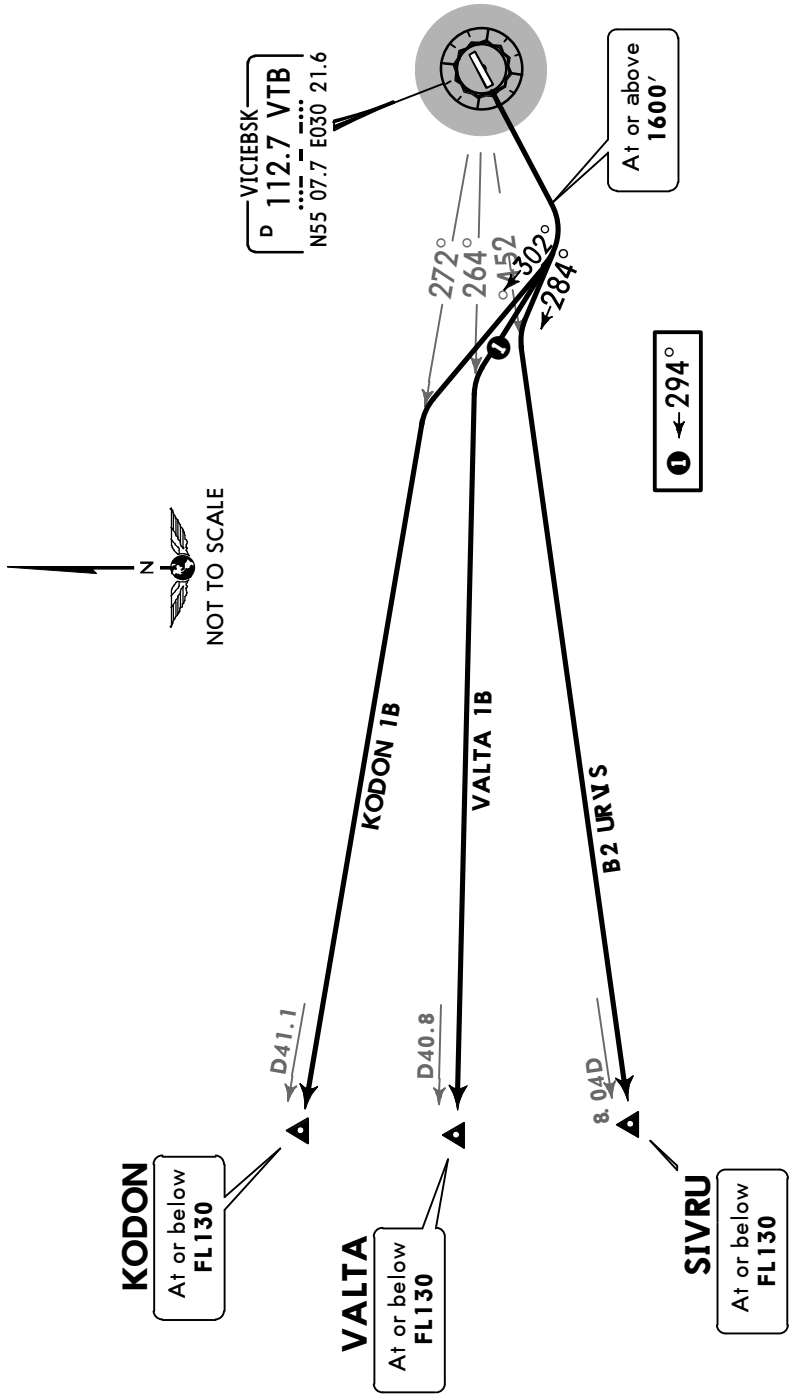
Apt Elev 682′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **1. VOR DME required.** 2. Procedures based on 240 KIAS.



KODON 1B [KOD01B], SIVRU 2B [SIVR2B]
VALTA 1B [VALT1B]
RWY 23 DEPARTURES



SID	ROUTING
KODON 1B	Climb straight ahead to at or above 1600′, turn RIGHT, 302° track, intercept VTB R-272 to KODON.
SIVRU 2B	Climb straight ahead to at or above 1600′, turn RIGHT, 284° track, intercept VTB R-254 to SIVRU.
VALTA 1B	Climb straight ahead to at or above 1600′, turn RIGHT, 294° track, intercept VTB R-264 to VALTA.

CHANGES: Transition level.

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NOISE ABATEMENT

ARRIVALS

Noise abatement procedures during approach phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual unless there are unfavourable meteorological conditions, such as considerable wind speed, cumulo-nimbus clouds etc., in arrival and approach sectors.
During instrument as well as visual approach, flying below the ILS glide path angle is not allowed.
No noise abatement procedures shall prescribe the exceeding of indicated air speed of descent.
Engines shutdown during taxiing (in case of presence of two engines and more) after landing.

Restrictions

MAX 250 KT between FL100 and IAF.

DEPARTURES

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual, but not at the expense of flight safety in case of engines failure during take-off phase or in case of forecasted or expected wind shear or downward gusts.

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UMII/VTB

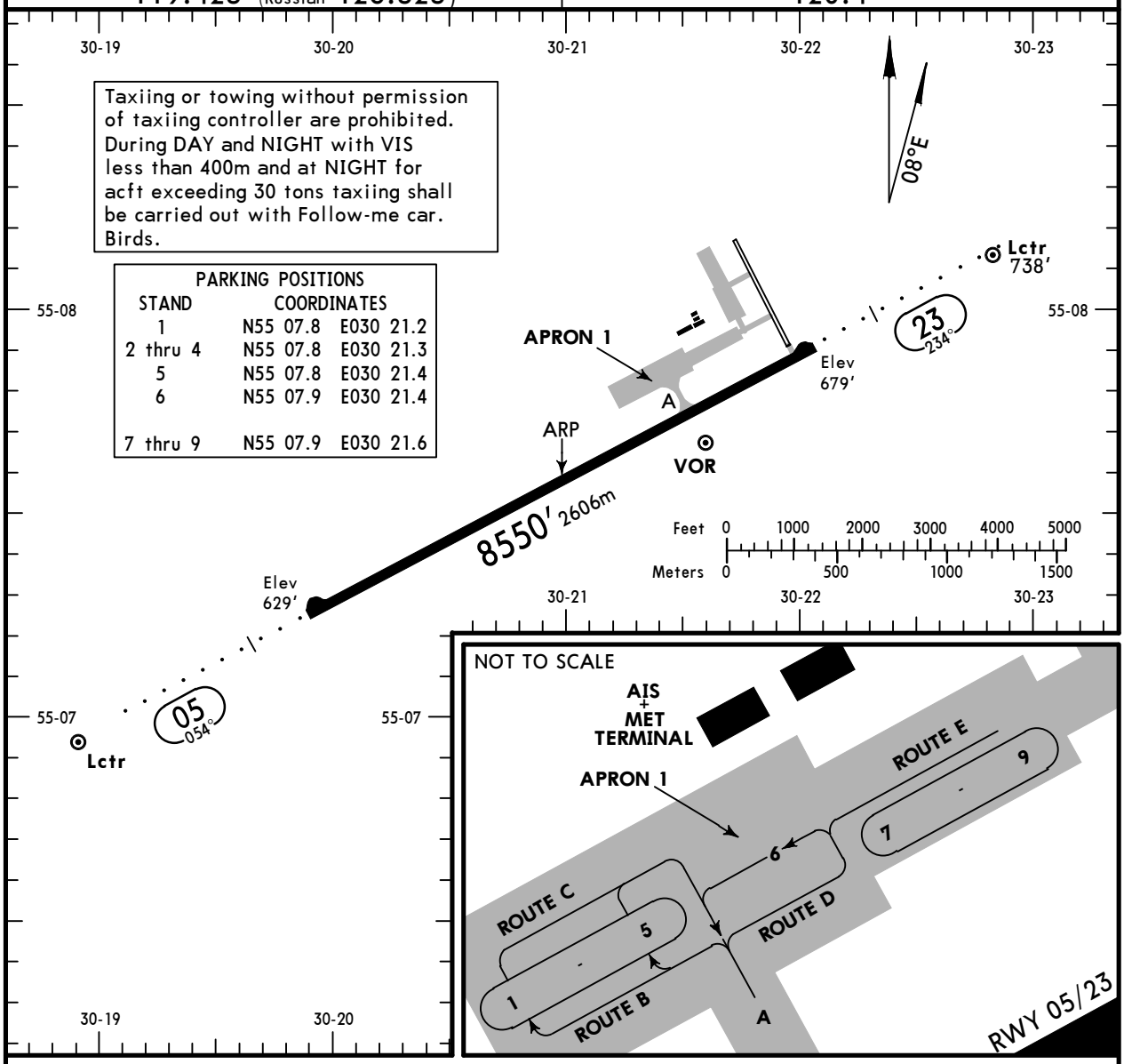
Apt Elev **682'**
N55 07.6 E030 21.0

JEPPESEN
26 OCT 18 (10-9) **Eff 8 Nov**

VICIEBSK, BELARUS

VICIEBSK

*ATIS	*VICIEBSK Tower (GND/TWR)
119.425 (Russian 126.525)	120.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
05 23	RL (60m) ALS PAPI-L (angle 3.0°)		7760' 2365m		138' 42m

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	400m	
B		
C		
D		

CHANGES: Grass rwy and twy withdrawn. Apron. Stands. Taxi routes.

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STRAIGHT-IN RWY		A	B	C	D
05	❶ VOR with DME ALS out	**890**′(261′) **R1100m** R1300m	**920**′(291′) **R1200m** R1400m	**940**′(311′) **R1200m** R1400m	**960**′(331′) **R1300m** R1500m
	VOR w/o DME ALS out	**930**′(301′) **R1400m** R1600m	**930**′(301′) **R1400m** R1600m	**940**′(311′) **R1600m** R1800m	**960**′(331′) **R1700m** R1900m
	❶ NDB with D3.0 ALS out	**930**′(301′) **R1200m** R1400m	**930**′(301′) **R1200m** R1400m	**940**′(311′) **R1200m** R1400m	**960**′(331′) **R1300m** R1500m
	❶ NDB w/o D3.0 ALS out	**980**′(351′) **R1400m** R1500m	**980**′(351′) **R1400m** R1500m	**980**′(351′) **R1400m** R1600m	**980**′(351′) **R1400m** R1600m
	NDB w/o D3.0 ALS out	**980**′(351′) **R1600m** R1800m	**980**′(351′) **R1600m** R1800m	**980**′(351′) **R1800m** R2000m	**980**′(351′) **R1800m** R2000m
23	ILS ALS out	**916**′(237′) **R1000m** R1200m	**928**′(249′) **R1000m** R1300m	**936**′(257′) **R1100m** R1300m	**947**′(268′) **R1100m** R1300m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	❶ VOR with DME ALS out	**1050**′(371′) **R1500m** R1500m	**1050**′(371′) **R1500m** R1500m	**1050**′(371′) **R1500m** R1700m	**1050**′(371′) **R1500m** R1700m
	VOR w/o DME ALS out	**1050**′(371′) **R1700m** R1900m	**1050**′(371′) **R1700m** R1900m	**1050**′(371′) **R1900m** R2100m	**1050**′(371′) **R1900m** R2100m
	❶ NDB ALS out	**1060**′(381′) **R1500m** R1500m	**1060**′(381′) **R1500m** R1500m	**1060**′(381′) **R1600m** R1800m	**1060**′(381′) **R1600m** R1800m
	NDB ALS out	**1060**′(381′) **R1800m** R2000m	**1060**′(381′) **R1800m** R2000m	**1060**′(381′) **R2000m** R2200m	**1060**′(381′) **R2000m** R2200m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1160′(478′) V1500m❷	**1190**′(508′) V1600m❷	**1320**′(638′) V2400m	**1470**′(788′) V3600m

❷ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 05, 23

	Low Visibility Take-off Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	400m		500m

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UMII/VTB
VICIEBSK

JEPPESEN
26 OCT 18 (11-1) Eff 8 Nov

VICIEBSK, BELARUS
ILS Rwy 23

BRIEFING STRIP ™

*ATIS	*VICIEBSK Tower (APP/TWR)	*Ground
119.425 (Russian 126.525)	120.4	120.4

LOC IUU	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 682′ Rwy 679′
*111.9	234°	1464′(785′)		

MISSED APCH: Climb on 234° to 1300′ or above, then turn LEFT to LANPO climbing to 3000′, then as directed.

Alt Set: hPa Rwy Elev: 25 hPa Trans level: FL 80 ❶ Trans alt: 6000′

VOR DME required.

MSA VTB VOR: 152° 2400; 073° 2200

❶ FL 90 if pressure is less than 977.2 hPa.

(IAF) GIPOK D11.7/ R-024 VTB At 4000′ — 144° 2500

(IAF) ODSIK D11.7 VTB At 3000′ — 1.7 234°

(IF) D10.0 VTB

D5.8 VTB

D10.2 VTB

(IAF) LANPO D11.7/R-083 VTB At 4000′ — 324° 2500

(IAF) VICIEBSK D 112.7 VTB

ILS 234° *111.9 IUU

*1065 U

*524 UU

*1065 W

042° 065° 075° 054° 234° 234° 234°

MAX 225 KT

1399′ 1108′

MHA 4000

55-15 55-10 55-05 30-10 30-20 30-30 30-40

VOR MANDATORY 4000′ 075°

D10.2 VTB 3000′

LOM GS 1464′ 234° 2500′

D5.8 VTB

D10.0 VTB

W/o DME: Start turn at 2½ Min

TCH 49′

Rwy 679′ 0 2.3 3.2 4.2

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALS PAPI 1300′ or above on 234° 3000′ LT LANPO

STRAIGHT-IN LANDING RWY 23

ILS DA(H) A: 916′(237′) B: 928′(249′) C: 936′(257′) D: 947′(268′)

	FULL	ALS out	LOC (GS out)
A	1200m		NOT AUTHORIZED
B			
C			
D	1300m		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1160′ (478′)	1600m
135	1180′ (498′)	1600m
180	1320′ (638′)	2400m
205	1470′ (788′)	3600m

PANS OPS

CHANGES: IAFs altitudes.

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UMII/VTB
VICIEBSK

JEPPESEN
26 OCT 18 (13-1) Eff 8 Nov

VICIEBSK, BELARUS
VOR Rwy 05

BRIEFING STRIP TM

*ATIS	*VICIEBSK Tower (APP/TWR)	*Ground
119.425 (Russian 126.525)	120.4	120.4

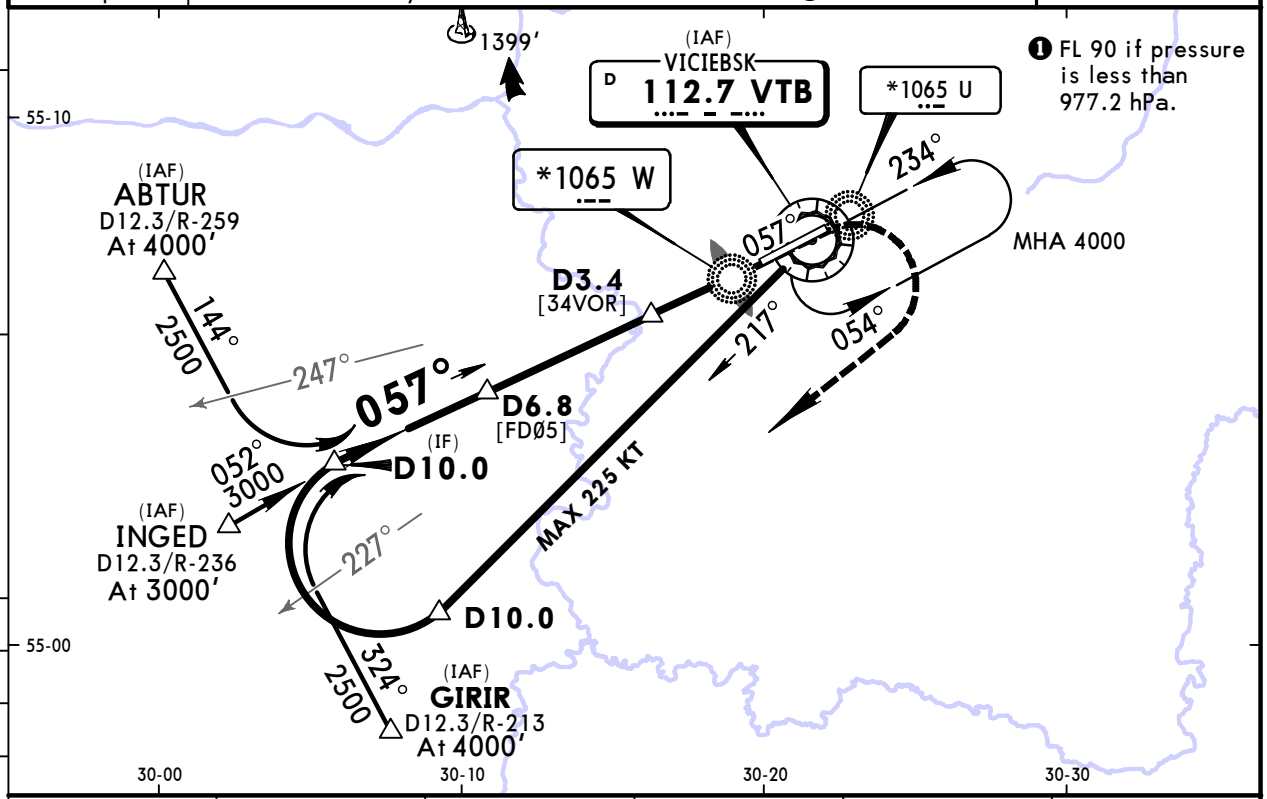
VOR VTB 112.7	Final Apch Crs 057°	With DME Minimum Alt D6.8 2500′(1871′) / W/o DME Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 682′ Rwy 629′

MSA VTB VOR: 152° 2400; 073° 2200

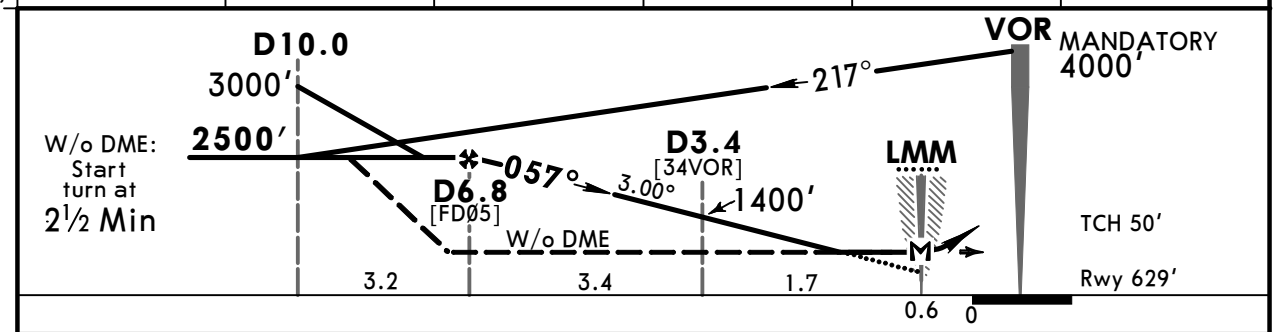
MISSED APCH: Climb on 057° to 1300′ or above, then turn RIGHT to GIRIR climbing to 3000′, then as directed.

DME required. | Alt Set: hPa | Rwy Elev: 23 hPa | Trans level: FL 80 ❶ | Trans alt: 6000′

❶ FL 90 if pressure is less than 977.2 hPa.



VTB DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2240′	1920′	1610′	1290′	980′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

ALS / PAPI | 1300′ or above on 057° | 3000′ RT | GIRIR

PANS OPS

STRAIGHT-IN LANDING RWY 05

	With DME		W/o DME	
MDA(H)	A: 890′(261′) C: 940′(311′) B: 920′(291′) D: 960′(331′)		MDA(H) AB: 930′(301′) C: 940′(311′) D: 960′(331′)	
		ALS out		ALS out
A	1200m	1600m	1200m	1600m
B				
C				
D	1600m		1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1160′ (478′)	1600m
135	1180′ (498′)	1600m
180	1320′ (638′)	2400m
205	1470′ (788′)	3600m

CHANGES: IAFs altitudes.

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UMII/VTB
VICIEBSK

JEPPESEN
26 OCT 18 (13-2) Eff 8 Nov

VICIEBSK, BELARUS
VOR Rwy 23

BRIEFING STRIP ™

*ATIS	*VICIEBSK Tower (APP/TWR)	*Ground
119.425 (Russian 126.525)	120.4	120.4

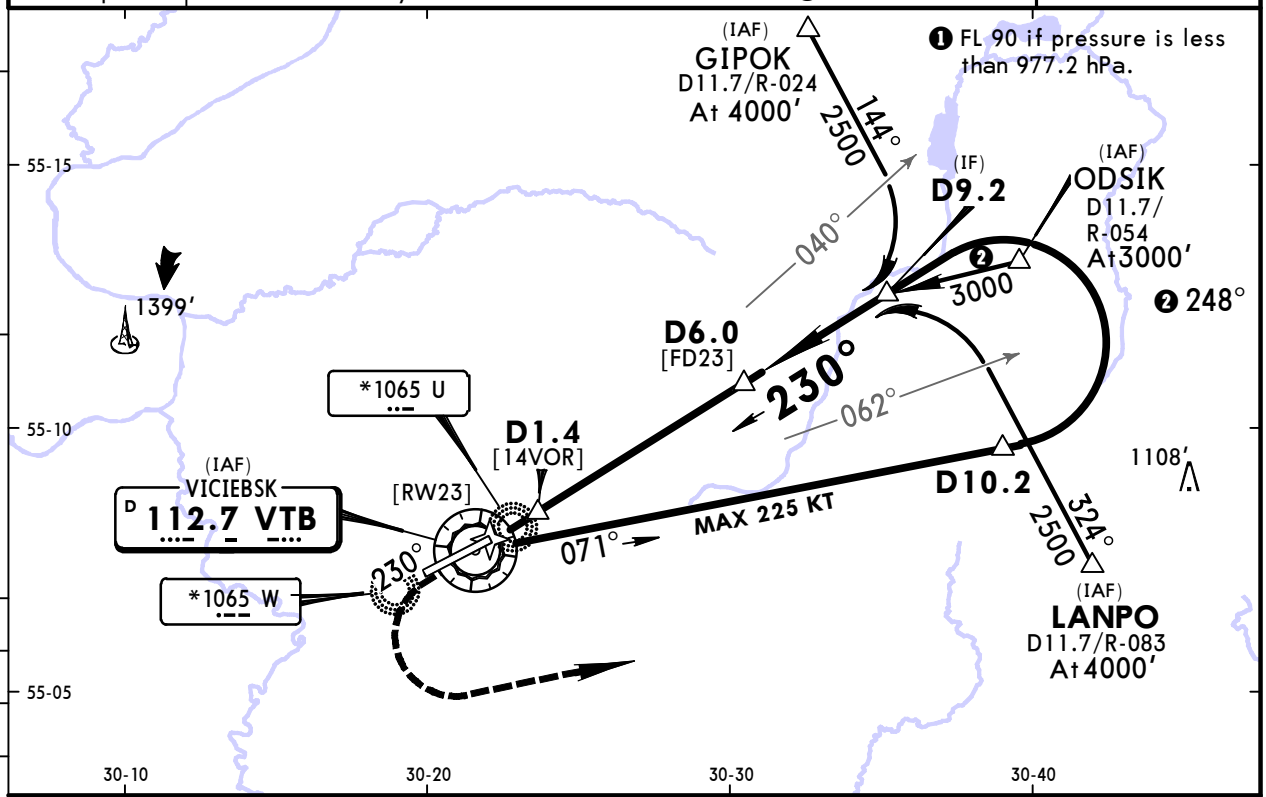
VOR VTB 112.7	Final Apch Crs 230°	With DME Minimum Alt D6.0 2500′(1821′) / W/o DME Minimum Alt No FAF	MDA(H) 1050′(371′)	Apt Elev 682′ Rwy 679′

MSA VTB VOR: 152° 2400; 073° 2200

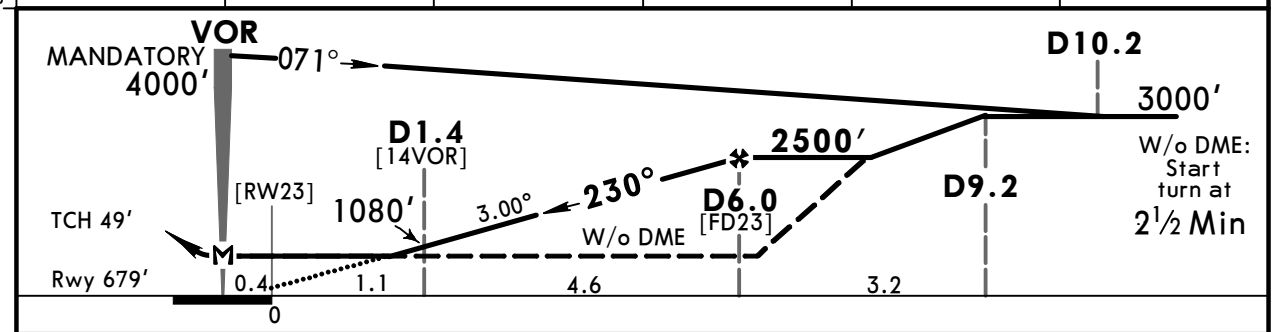
MISSED APCH: Climb on 230° to 1300′ or above, then turn LEFT to LANPO climbing to 3000′, then as directed.

DME required. | Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: FL 80 ❶ | Trans alt: 6000′

❶ FL 90 if pressure is less than 977.2 hPa.



VTB DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	930′	1250′	1570′	1880′	2200′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

ALS / PAPI | 1300′ or above on 230° | 3000′ LT | LANPO

PANS OPS

	STRAIGHT-IN LANDING RWY 23 With DME MDA(H) 1050′(371′)		W/o DME MDA(H) 1050′(371′)		CIRCLE-TO-LAND Max Kts.	MDA(H)	
		ALS out		ALS out			
A	1200m	1600m	1200m	1600m	100	1160′ (478′)	1600m
B					135	1180′ (498′)	1600m
C					180	1320′ (638′)	2400m
D	1600m	2000m	1600m	2000m	205	1470′ (788′)	3600m

CHANGES: IAFs altitudes.

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UMII/VTB
VICIEBSK

JEPPESEN
26 OCT 18 (16-1) Eff 8 Nov

VICIEBSK, BELARUS
NDB Rwy 05

BRIEFING STRIP TM

*ATIS	*VICIEBSK Tower (APP/TWR)	*Ground
119.425 (Russian 126.525)	120.4	120.4

NDB W	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 682′
*1065	054°	No FAF	Refer to Minimums	Rwy 629′

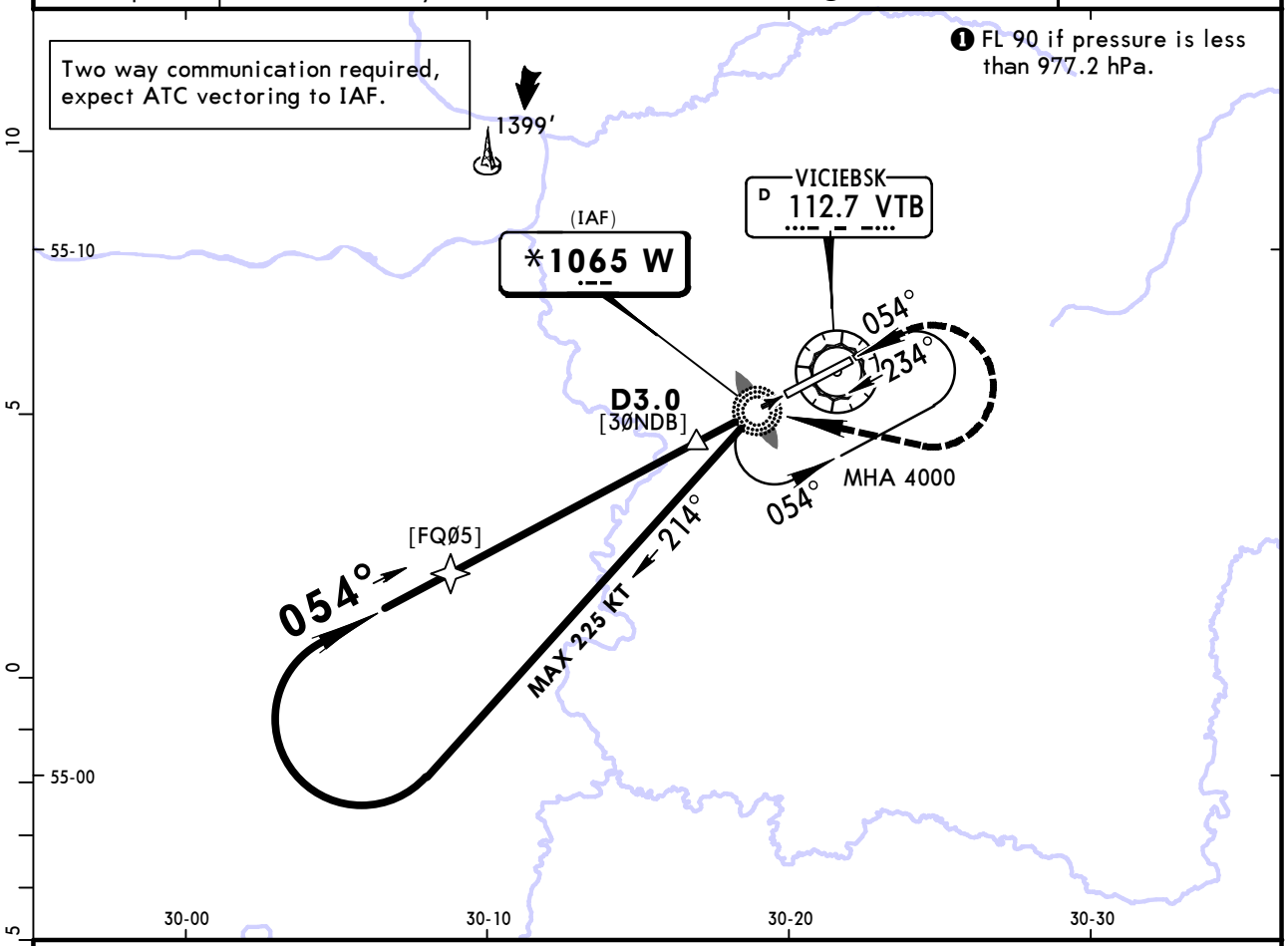
MISSED APCH: Climb on 054° to 1500′ or above, then turn RIGHT to W NDB climbing to 3000′, then as directed.

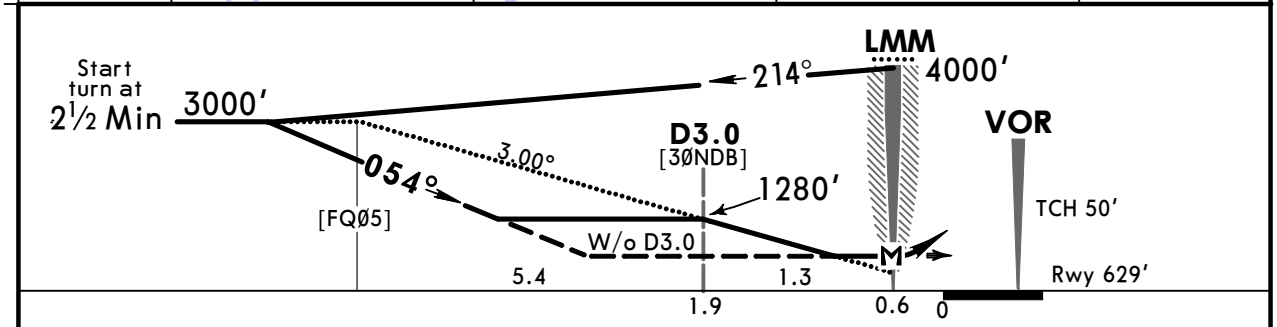
DME required. | Alt Set: hPa | Rwy Elev: 23 hPa | Trans level: FL 80 ❶ | Trans alt: 6000′

MSA W NDB: 169° 2400; 079° 2200

❶ FL 90 if pressure is less than 977.2 hPa.

Two way communication required, expect ATC vectoring to IAF.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

ALS / PAPI

1500′ or above on 054°

3000′ RT

W 1065

STRAIGHT-IN LANDING RWY 05

	With D3.0		W/o D3.0	
MDA(H)	AB: 930′(301′)	C: 940′(311′) D: 960′(331′)	MDA(H) 980′(351′)	
		ALS out		ALS out
A	1200m	1600m	1200m	1600m
B				
C				
D	1600m		1600m	2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1160′ (478′)	1600m
135	1180′ (498′)	1600m
180	1320′ (638′)	2400m
205	1470′ (788′)	3600m

PANS OPS

CHANGES: Requirement note. LOM withdrawn. SDF added. Minimums.

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UMII/VTB
VICIEBSK

JEPPESEN

26 OCT 18 (16-2) Eff 8 Nov

VICIEBSK, BELARUS
NDB Rwy 23

BRIEFING STRIP ™

*ATIS	*VICIEBSK Tower (APP/TWR)	*Ground
119.425 (Russian 126.525)	120.4	120.4

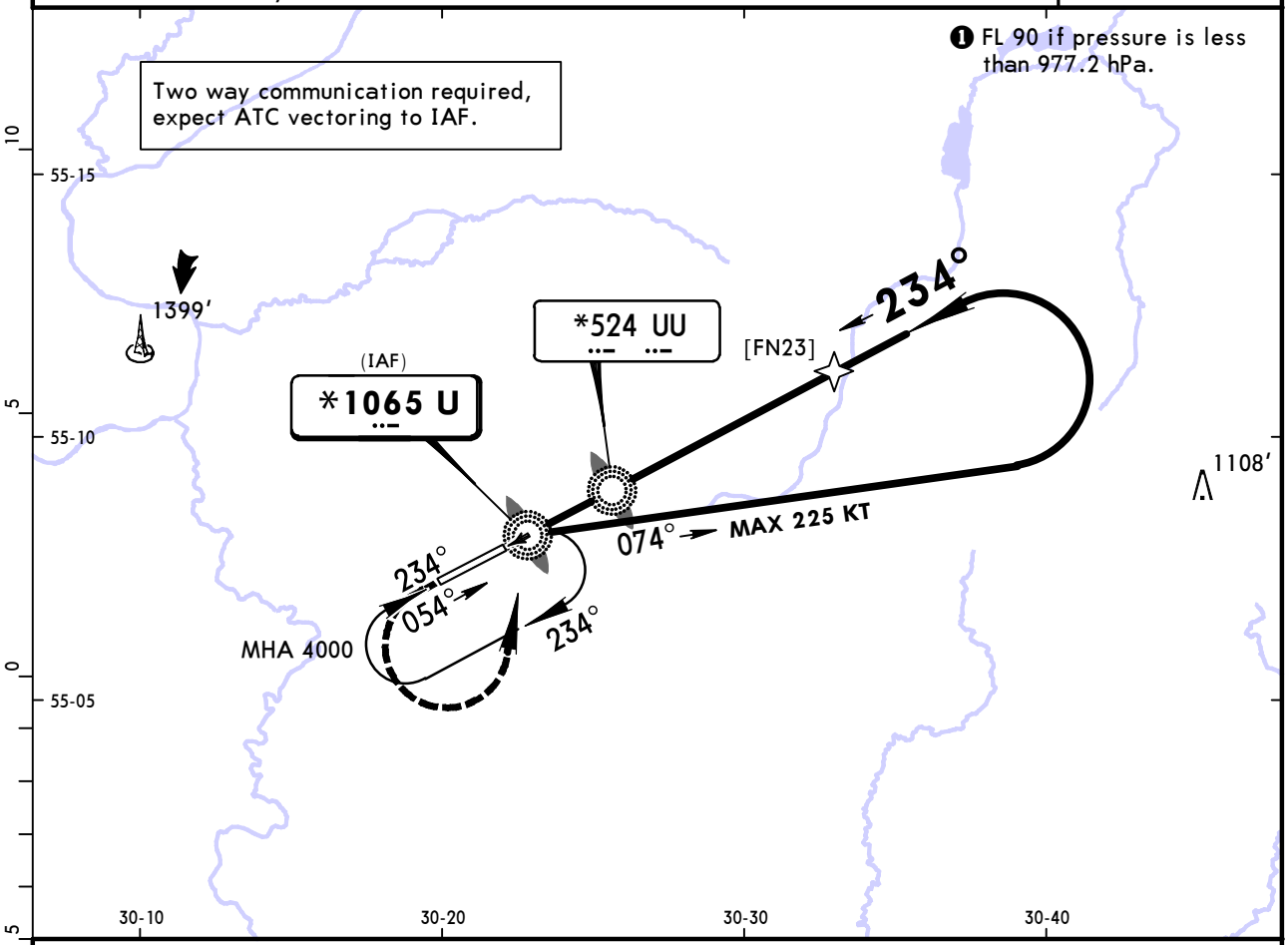
NDB U	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 682′
*1065	234°	No FAF	1060′ (381′)	Rwy 679′

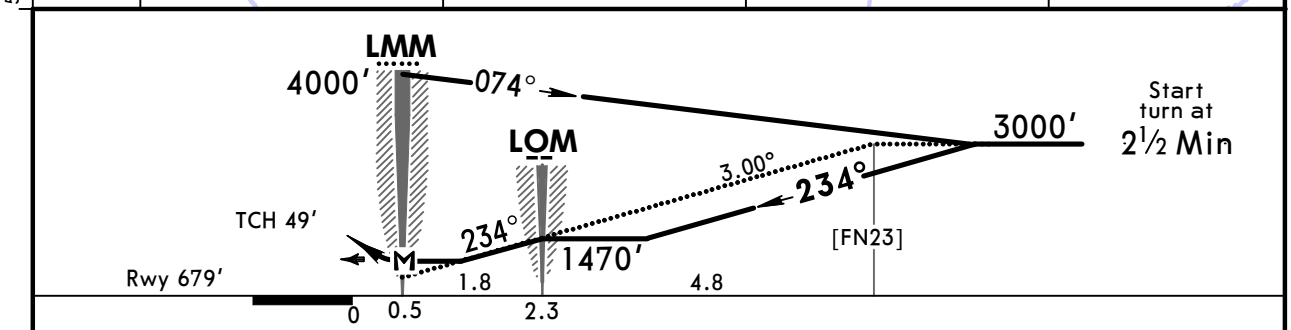
MISSED APCH: Climb on 234° to 1500′ or above, then turn LEFT to U NDB climbing to 3000′, then as directed.

Alt Set: hPa Rwy Elev: 25 hPa Trans level: FL 80 ❶ Trans alt: 6000′

MSA U NDB: 144° 2400; 070° 2200

❶ FL 90 if pressure is less than 977.2 hPa.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

ALS / PAPI

1500′ or above on 234°

3000′ LT

U 1065

STRAIGHT-IN LANDING RWY 23

MDA(H) 1060′(381′)

		ALS out
A	1200m	1600m
B		
C		
D	1600m	2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1160′ (478′)	1600m
135	1180′ (498′)	1600m
180	1320′ (638′)	2400m
205	1470′ (788′)	3600m

PANS OPS

CHANGES: None.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 08-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VICIEBSK, (VICIEBSK - UMII)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMII